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**Southern Germany (Württemberg and Bavaria). Handbook for Travellers. By Carl Baedeker.** xxx and 335 pp., 30 Maps, 23 Plans, and Index. Tenth revised edition. Carl Baedeker, Leipzig, 1907, also Charles Scribner's Sons, New York. (Price, M. 6.)

This edition corresponds with the 29th German edition. Special attention is devoted to the art treasures of Munich and other large cities in south Germany, and an article by the late Prof. Anton Springer on South German art will be very helpful to many travellers. Among the leading cities described are Stuttgart, Tübingen, Nüremberg, Würzburg, and Munich.

**British Imperialism and Commercial Supremacy. By M. Victor Bérard, translated by H. W. Foskett.** London: Longmans, Green & Co., 1906. pp. x+298.

"Force is no remedy; science is remedy." The disease to be remedied is the decline since 1872 in British industries and commerce; the remedy is not imperialism, protection, or pan-Britannism; but the adoption of rational methods, the abandonment of antiquated, provincial ideas, and the acquisition of a spirit of willingness to conform to the rapid changes of modern times. This is the gist of a book written in French in 1900 by M. Bérard and translated into English in 1906. The foundation of the book is geographic. The main argument runs as follows: If a line be drawn from Newcastle almost south to Birmingham and thence southwest to Exeter, Great Britain will be divided into two diverse parts. To the southeast lies a gently-rolling, green country where agriculture flourishes. Here the Norman conquerors settled, and the feudal system, with all its class privileges, found a fitting environment. To the northwest lies a mountainous country, black now with factories, but formerly the home of hardy peasants who needs must eke out agriculture with sheep-raising. Here the heterogeneous conquered races of Celt and Gael and others found a refuge. Here life was hard, diversity was the rule, and men learned the habit of independence. Hence, at the beginning of the eighteenth century, there were two Englands. "Green England" was a populous land of plains and agriculture, of lords and peasants, of the cavalier and the Established Church, of privilege and conservatism. "Black England" was a scantily-populated land of mountains and sheep-raising, of poor men whose lords were also poor and hardy, of the Puritan and the sects, of discontent and active thought.

In "Black England" activity of thought led to scientific discovery. Then her people forged ahead, for to them belonged not only the habits of steady work bred of stern conditions of life, but the coal and iron which form the basis of modern manufacturing industry. Great cities,—Newcastle, Leeds, Sheffield, Manchester, Birmingham, Cardiff, Glasgow,—sprang up in the "Black Country," and grimy factories even invaded "Green England." There is no need to trace their history. Bérard shows how the necessity of cheap food for artisans led to the repeal of the Corn-laws and to Free-trade. He sketches the growth of reform, and, ever and anon, calls us back to the underlying geographic causes. Manchester, which he continually eulogizes, is set forth as typical of the highest idealism, the greatest unselfishness, the most praiseworthy readiness to adapt herself to new methods. Her creed is "to work for the greatest good of the greatest number," and she does it because she has found that it is best for her, too. "She cuts her trousers to suit the length of Australian legs, for she has made the discovery that in Oceania the human leg shows a tendency to elongate." She be-

lives in peace because the terrible depression of her industries and the starvation of her people during the cotton-famine of the American rebellion taught her the evils brought by war even to those who have no part in it.

Birmingham, which to Bérard is typical of a large part of industrial England, progressed with Manchester at first. She supplied the methods, Manchester the ideas. Joseph Chamberlain, her great Mayor, was her chief exponent. But, as he changed from a Radical Liberal to a Radical Unionist Tory, so she changed. Foreign competition interfered with her trade. The Germans developed their coal and iron, and dug canals to bring Westphalia as near as Birmingham to water communication. American manufactures suddenly expanded. Instead of adapting herself to new conditions as Manchester did, she cried for a protective tariff, or a commercial union of Anglo-Saxons, or imperialism. She would not change her methods, her styles of manufacture, her conceited way of thinking that English methods and the English language must be adopted by all the world. The blight of "Green England" had fallen on "Black England." The equable climate and outdoor life of centuries had made the people of "Green England" believe that "force of muscle and fear of God are the chief objects of education." "Hardly ever has scientific method and patient research been the mainspring which has kept in motion any continuous effort." And, worse than this, the conservative, agricultural life of "Green England" has made the country "peer-ridden." The universal aspiration is to be "select" and "distinguished,"—"to live like a lord." It is this, more than all other causes combined, which has caused England to fall behind in the industrial race. She undeniably has done so in spite of her great advantage at the start, as Bérard shows by abundant figures. If she would recover her position she must overcome the effects of long-continued environment, although "it is questionable whether the temperament and prejudices of the nation can ever adapt themselves to modern requirements."

Many readers will think that Bérard overstates the case. This, at least, can be said: he is no harder on England than on his own France. Occasionally he makes amusingly unreasonable statements. For instance, he speaks of the "never-failing honesty and fidelity" of Armenians who, by their emigration from Turkey, "supply the one element still wanting to ensure the success of the American spinning and weaving industries." The style of the book is easy and pleasant. Some readers may object to the way in which Bérard leads one on through a long and apparently convincing discussion, and then, without warning, suddenly explodes the whole argument; but that is a matter of taste. The general excellence of the book cannot be questioned. Whether one agrees with all its conclusions or not, no one can read it without being greatly stimulated to thought. To the geographer it is of especial interest, because it everywhere brings movements of commerce, politics, and education into touch with geographic environment.

E. H.

**Commercial Raw Materials.—Their Origin, Preparation, and Uses.**

**By Charles R. Toothaker,** Curator of the Philadelphia Museums. xi and 108 pp. Photographs, Product Maps and Index. Ginn & Company, Boston, 1905. (Price, \$1.25.)

The public schools of Pennsylvania receive from the Philadelphia Museums collections of commercial products, maps, and photographs illustrating world commerce and designed to aid the teaching of commercial geography and natural